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*The*

OCTOBER 11, 1930

# AVIATION

## *News*

**A Reporting Service for Busy Aviation Men**



**Fine Performances Mark Close of Soaring Meet**

**A Discussion of the R.101 Disaster**

**Organize Transcontinental & Western Air, Inc.**

**August Production and Sales Tables**

**Curtiss-Wright Gets Flood Area Photo Contract**

**Aero Telegraph and Cable Code Compiled**



**Published by McGraw-Hill Publishing Co., Inc.  
Publishers of AVIATION**





















## AIRPORT CONSTRUCTION



### New Sites, Enlargements

#### Continued

The new 1,800-sq-ft municipal airport at Indianapolis is expected to be completed shortly. In conjunction hangar and administration building was arrived at a cost of about \$150,000. The paved runway strip forms a triangle, two sides of which are 3,000 ft. and the other, 1,300 ft. long. All are 106 ft. wide.

The city of Dayton, Ohio, has approved a bond issue of \$10,000 for the purpose of purchasing a municipal airport site.

Lancaster, Ohio, has leased a 25-acre tract for use as an airport and clearing work has begun.

Drawings (variation) is complete at the new General Harkness Municipal Airport and runway construction, about to be begun. It is hoped to have the field ready for use late this fall. Several companies are planning to use the post and will erect their own hangars under the direction of the city airport commission.

#### Work

A new airport has been agreed at Beaumont, Ark., by F. J. Hoff of Kansas City.

The city of Territt, Tex., and Texas MHSU College board there have combined to establish an airport which they will jointly own.

Miami, Fla., has acquired 107 acres at Dade County for use as an airport for the Miami Air Service Club, and will erect a 400-ft. hangar with four to six 40x100 ft. spaces.

The new 35-acre municipal airport at Panama City, Fla., is expected to be ready for use by Nov. 1.

The Reynolds City (W.C.) Chamber of Commerce has leased a tract of 12 acres for development as a municipal airport.

Little Rock, Ark., is reported to be planning the acquisition and enlargement of 200 acres adjacent to the present airport. About \$300,000 is said to be available for the project.

#### Work

Covington, Ore., is reported to be planning an expenditure of about \$15,000 on its municipal airport. It is proposed to purchase additional land, construct hangars, install runway and drainage and lighting systems.

The Oklahoma City Council has authorized the purchase of 640 acres southwest of the city for use as a new municipal airport. The land cost \$125,000 and will be paid for out of the \$425,000 airport bond issue recently

made available after having been in circulation for more than a year. Work on the new job will be started in October.

### Surfacing and Improvements

#### Work

New taxi strips are being installed at Central Airways, Camden, N. J., and runways are being lengthened.

#### Work

Rails are being removed by the city of Lincoln, Neb., on the extension and widening of runways. A drainage system to cost about \$35,000 is also being planned.

New runways are reported under construction at the Kansas City (Mo.) Airport.

#### Work

Plans for improvements at The Dallas (Tex.) Airport include the removal of 2,000 cu yd of material, the clearing and grading of the 30-acre tract, and the creation of 400 sq ft of track.

Work is about to begin on grading the northwest section of the airport at Fresno, Calif., and a fence will be built in front of the hangars.

Of the \$125,000 recently raised by Portland, Calif., for airport improvements, \$40,000 is to be spent on grading, surfacing and drainage.

### Buildings

#### Work

A Virginia parasite seed hangar, measuring 40 x 40 ft. in length, is being constructed at Greenfield, Mass., for U. S. Customs.

#### Work

Construction of a brick and steel hangar at the Bloomington (Ill.) Airport is scheduled to begin early next month. The building will measure 100 x 100 ft., and accommodate 10 planes.

The \$30,000 combination hangar and clinic, Drexler Air Transport, is building at Omaha, Neb., is reported to be nearing completion. The one-story building consists of three units, a passenger waiting room, 29 x 120 ft., two maintenance offices and shops, and the passenger loading section, measuring 52 x 124 ft. Construction is of brick and steel.

#### Work

Southern Air Transport, Inc., is reported to be planning the erection of a \$100,000 hangar now at Love Field, Dallas, with repair and maintenance facilities.

Texas Army Corp of Transport, Tex., will move its repair shops to Fort Worth as a result of an agreement between the city council and the company.

The city will start a building to cost about \$30,000 and lease it to the company for 25 yr. The corporation shop will be the only public repair shop allowed on the field, according to the agreement.

Departments of Commerce Airways Radio Division will start out for the erection of a \$40,000 station at Memphis, Tenn.

About \$60,000 will be spent for a hangar and ground school office at Houston Airways, Dallas.

Eastern Air Transport has recently opened its new airplane overhaul shop at Candler Field, Atlanta, Ga. The concrete shop houses equipment valued at \$100,000 and is planned to do grinding, woodworking, painting and covering of planes.

Gulf Coast Airways, Inc., is working on 80 x 110-ft. addition to its hangar at Candler Field, Atlanta.

The Oklahoma Police Public Safety Division, Tulsa, has received the plans for bids for the construction of a 130 x 140-ft. hangar at the airport. Plans to cost about \$12,000 and \$16,000, and to be of a size to house six airplanes.

A \$19,950 contract for the erection of buildings at the Sheridan (Mont.) Airport has been let to J. S. Walden.

#### Work

The Bureau of Engineering of San Francisco is considering bids for the erection of hangars at Mills Field Municipal Airport on which about \$200,000 is to be spent.

A \$100,000 City of Cleveland is taking bids for a larger at the municipal airport.

Work has been started by the Texas Railway of California to build a new hangar at Oakland Airport, Los Angeles. The building will be of concrete type, 300 x 250 ft. in dimensions, and of concrete and steel construction. Four columns will constitute the only obstructions of the whole structure. There are to be all the necessary 100,000-hp, and an individual motor operated by remote control, and will have 22-ft. dimensions.

Plans for a building, with office phone system are arranged so that they can be divided into separate units for occupancy. The hangar opening independently.

### Equipment

#### Work

Flood and laundry bays are being installed at Robert F. Miller Airport, Fresno, Tex., and an additional 40 or 50 acres are being graded.

The lighting surveillance now under way at the Orlando (Fla.) Municipal Airport is expected to be complete by Oct. 15 and will cost about \$2,500.

#### Work

Twelve Royal Lighthawk with 10,000 watts have been installed at the Salem (Ore.) Municipal Airport by the General Electric Company.

## Loss of R-101 is Blow To Airship

(Continued from Page 2)

vanced crew and reports in British newspapers, the disaster at a whole stands as one of the gravest losses of the lighter-than-air department of aviation throughout the world. Confusion in the swirling fog—a new Luftschiff carried back up by a number of balloons—was the cause of the disaster. The R-101, a Zeppelin, and a Royal Naval Airship—fairly big in size—were, although not by any means destroyed.

Altogether will continue to be built, it seems that the industry will continue to be active in the way of building up the airship industry. It is a fact, however, that the "airship" will not be the only one to be built, as the industry is now being built up in a new way, and it is a fact that the industry is now being built up in a new way, and it is a fact that the industry is now being built up in a new way.

The disaster is a blow to the industry, it is a fact that the industry is now being built up in a new way, and it is a fact that the industry is now being built up in a new way, and it is a fact that the industry is now being built up in a new way.

### General Background Data

The airship will be built in Great Britain. The industry is now being built up in a new way, and it is a fact that the industry is now being built up in a new way, and it is a fact that the industry is now being built up in a new way.

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showing tail of Junkers G-31 and method of steering

shown at the center. When about 200 ft. in the height and 10 ft. from the rear of the aircraft, the tail is raised and the aircraft is steered.

The aircraft is steered by the tail, and the tail is raised and the aircraft is steered.

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## Junkers G-31 Built For Guinea Airways

### Three of Type to be Used For Transport over Jungles

BERLIN—The first of three Junkers G-31s for Guinea Airways Ltd. has been completed. The machine is one of the largest light planes in existence and is to be used for transport over mountains of heavy loads using machinery from the coast to the interior and over the 100,000-Gold-Dollar Co. to New Guinea.

Rough terrain between the zone and the coast coupled with dense jungle growth, prohibits overland transportation of such heavy machinery except at excessive expense. The company estimated that three specially built G-31s would do the job at a great saving in time and money. This is based on a past successful experience with the regular operations of Guinea Airways for normal freight loads, using Junkers transport aircraft.

The project is complicated, of course, by the large size and heavy weight of the new machine, up the new design. It is probable or believed to have been solved by the employment of the large loader and the fitting in the road of the loader (or the "limb") of a built in which the units can be lowered to the interior.

### Time and Money Saved

As stated in the March 12 issue of AVIATION, it would cost \$250,000 to build a road through the jungle. By air the trip takes about 30 min. and the cost of the machine is about \$25,000. The project is complicated, of course, by the large size and heavy weight of the new machine, up the new design. It is probable or believed to have been solved by the employment of the large loader and the fitting in the road of the loader (or the "limb") of a built in which the units can be lowered to the interior.

The first machine is reported to have performed well in the test flight. It is a fact that the industry is now being built up in a new way, and it is a fact that the industry is now being built up in a new way.

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It is built for service on the New Guinea (Guinea Airways) Airline. Note lower door in landing gear.







## Main Crank-case of Forged Aluminum.

has twice the strength of ordinary sand castings . . .

The main crank-case of "Wasp" and "Hornet" engines is made of forged aluminum. Forged aluminum is used instead of sand castings for two reasons. First: the forged crank-case has twice the strength of a sand casting. Second: defects, quite possible in a sand casting, are absolutely eliminated in a forged crank-case.

The main crank-case of a Pratt & Whitney engine is also unique. It is divided into two similar sections, with a main bearing in each section. Nine through bolts together with the cylinder flanges hold the two sections together. Explosion forces are thus equally distributed between the two main bearings and throughout the crank-case itself.

This construction is costly. But it makes a stronger, better and more dependable engine.

"Wasp" and "Hornet" engines are contributing dependable flying power to approximately ninety per cent of the regularly scheduled air transport lines of this country.



THE  
**PRATT & WHITNEY AIRCRAFT CO.**  
EAST HARTFORD, CONNECTICUT  
Division of United Aircraft Corporation

## Wasp & Hornet *Engines*

Manufactured on Credit by Canadian Pratt & Whitney Aircraft Co., Ltd., Longueville, Quebec, or Government Export by Fujiwara Motor Works, Manchuria, Japan by Nakajima Aircraft Works, Tokyo

October 11, 1936

You read the sporting pages  
You read the political gossip  
You read motion picture reviews  
You read the stock market reports

## But . . . What about the news of aviation?

Every day you pick up the morning paper.

Your eyes skim the headlines. Then you pore over the news stories that interest you on sports, politics, talkies, the stock market, news of the day.

But how much more important it is to read the news of aviation—the industry in which you have a definite responsibility!

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ning places Wright pilots pocketed \$9,650 of \$12,000 won by the top ten planes. Here the factor Reliability is tested to the highest degree. And here Wright engines again gave proof that they lead all others in any test that demonstrates all-round dependability.

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